

Introduction of Direct Trains

6457 SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that till now the passengers of Calcutta are facing hardships in the absence of direct trains from Howrah to Goa, Jaisalmer, Kanyakumari, Dwarka, Hapa, Rajkot, Gandhidham, Porbandar and so on;

(b) if so, whether the Government have considered to fulfil the demand of the people to introduce direct train services from Howrah; and

(c) if so, the time by which a final decision is likely to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Howrah is connected with Gandhidham and Porbandar by 2 and 3 through coaches respectively. The proposal to introduce direct trains between Howrah and Gandhidham, Porbandar, Rajkot, Hapa, Dwarka, Kanniyakumari and Goa have been examined but not found feasible due to operational and resource constraints. The passengers will, for the present, have to avail of changeovers enroute.

ATC Project

6458 SHRI PRITHVIRAJ D. CHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Safety Committee appointed by Civil Aviation Ministry has reported that location of Mumbai Air Traffic Control Project (ATC) was in violation of norms prescribed by International Civil Aviation Organisation both in terms of proximity of airport to runway and also of its height;

(b) if so, whether the Government have initiated any vigilance/inquiry into this ill conceived Rs. 40 crores ATC Project with a view to fixing responsibility; and

(c) if so, outcome of the inquiry and if not the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) and (c) A Task force has been appointed to implement the recommendations of the Committee. In the meantime use of runway 14/32 at Mumbai airport has been suspended except in an emergency.

Stoppage of Trains at Sirathu Railway Station

6459. DR. AMRIT LAL BHARTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Sirathu is a nearest railway station of a pilgrimage centre in Allahabad district and thousands of pilgrims arrive and leave from there daily, but they are facing acute difficulties as only a few trains halt there whereas the Government can easily make halt of 1801 up, 1802 Down, 4083 Up

and 5003 Down trains at the said station;

(b) if so, whether the Government have taken any steps for halting the said trains at Sirathu railway station;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Stoppage of the additional trains at Sirathu station have been examined but not found justified.

Return Reservation Facilities

6460. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any steps are being taken to link Asansol, Raniganj, Durgapur with Delhi, Mumbai, Madras and Secunderabad so as to enable the people of these places to have return reservation facilities;

(b) if so, when and the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Connectivity with the main reservation system of Delhi has been provided at Asansol. A project has been undertaken for networking of the 5 computerised passenger reservation systems of Calcutta, Mumbai, Madras, Delhi and Secunderabad, the software for which has been partially developed. Therefore, it would be feasible to link these places with other systems only after implementation of networking project.

(c) Does not arise.

[Translation]

Recognised Tourist Centres in Madhya Pradesh

6461. DR. LAXMINARAYAN PANDEY: Will the Minister of TOURISM be pleased to state:

(a) the details of the places which are recognised as tourist centres in Madhya Pradesh;

(b) whether the Union Government have any plan for the development of these places;

(c) if so, the details thereof;

(d) the number of tourists who visit Khajuraho, Sanchi and Mandau each year;

(e) whether there is popular demand to declare the Pashupatinath, Dharamrajeshwar and Hinglajgarh temples in Mandsaur district of Madhya Pradesh as tourist centres; and

(f) if so, the steps taken by the Union Governments in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) and (e) and (f) Development and recognition of tourist centres is a continuous process and is primarily the responsibility of the State Govt.

(d) The Department of Tourism does not have any system of recognising or declaring places as tourist centres. However, there are several places in Madhya Pradesh like Bhopal, Gwalior, Indore, Khajuraho, Mandu, Sanchi, etc. which are visited by a large number of tourists. Identification and development of such places is a continuous process and is primarily the responsibility of the State Governments. According to the information available from the State Government, the number of tourists who visited Khajuraho, Sanchi and Mandu during 1995 is given below:

	Domestic (1995)	Foreign
Khajuraho	183811	52102
Sanchi	69554	4409
Mandu	171452	1890

[English]

Passenger Aeroplanes

6462. SHRI RAMCHANDRA VEERAPPA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of passenger aeroplanes required for the next five years and the details of the schemes of the Ministry to purchase these aeroplanes in future for the smooth functioning of the civil aviation industry and the amount of foreign exchange likely to be spent in the purchase of these aeroplanes;

(b) the target of the investment proposed to be made by the Indian Airlines over the next five years and the sources from where this investment is proposed to be mobilized and the benefit likely to be accrued therefrom; and

(c) whether the private airlines have stressed the need to induct more aeroplanes in view of the increasing traffic and if so, the manner in which they propose to arrange these planes and the details of the sources from where they propose to mobilize funds for this purpose?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) On the basis of optimistic scenario and plan induction of aircraft by private operators and Indian Airlines, the induction of 125 seat capacity aircraft each year in the next 4 years upto 2000 AD has been tentatively assessed as under:-

Year	No. of Aircraft
1997	10
1998	11
1999	12
2000	14

Since private airlines import aircraft generally on lease basis, it is not possible to indicate the amount of foreign exchange likely to be spent. However, in accordance with the projections made by Indian Airlines for the next five years, depending upon the likely growth rates, estimated total investment would be between Rs. 8,883 crores and Rs. 11,340 crores and the foreign exchange content would be of the order of Rs. 8,735 crores to Rs. 11,151 crores, respectively. This investment would be for replacement of old aircraft and to meet the projected traffic growth, which would be met out of external commercial borrowings, injection of equity by the Government, interest free loan/financial support by the Government etc.

(c) Yes, Sir. Private airlines generally import aircraft on lease basis from foreign sources. On 12th March, 1997 a meeting was held with the representatives of the Department of Banking, leading financial institutions, commercial banks and scheduled airlines to discuss financing policy for private airlines operating in the domestic sector, with a view to facilitating arrangements to meet their long-term requirements. Follow-up action by R.B.I. in this regard is in progress. In the meeting held by R.B.I., Airlines operators have agreed that existing R.B.I. guidelines cover their cases also. In view of this consensus, a review of the R.B.I. guidelines on credit dispensation is not required at this stage. However, R.B.I. intends continuing regular meetings to assess and review the position regarding financing of airlines industry.

Supply of Coaches

6463. SHRI BALAI CHANDRA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of coaches produced by the different coach factories during each of the last three years, coach-wise;

(b) the number of AC1, AC2, AC3, SL, ordinary, EMU coaches supplied to Eastern, South-Eastern and North-East Frontier Railways during the above mentioned period compared to other zonal railways;

(c) the reasons for less supply of coaches to the above mentioned three zonal railways; and

(d) the steps taken by the Government to provide new coaches to Eastern, South-Eastern and North-East Frontier Railways so that old coaches could be replaced and more EMU services could be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There are four units manufacturing coaches in the country, two in Railway Sector, viz. Integral Coach Factory and Rail Coach Factory and two in Public Sector, viz. M/s Bharat Earth Movers Ltd. and M/s Jessops & Company Ltd.